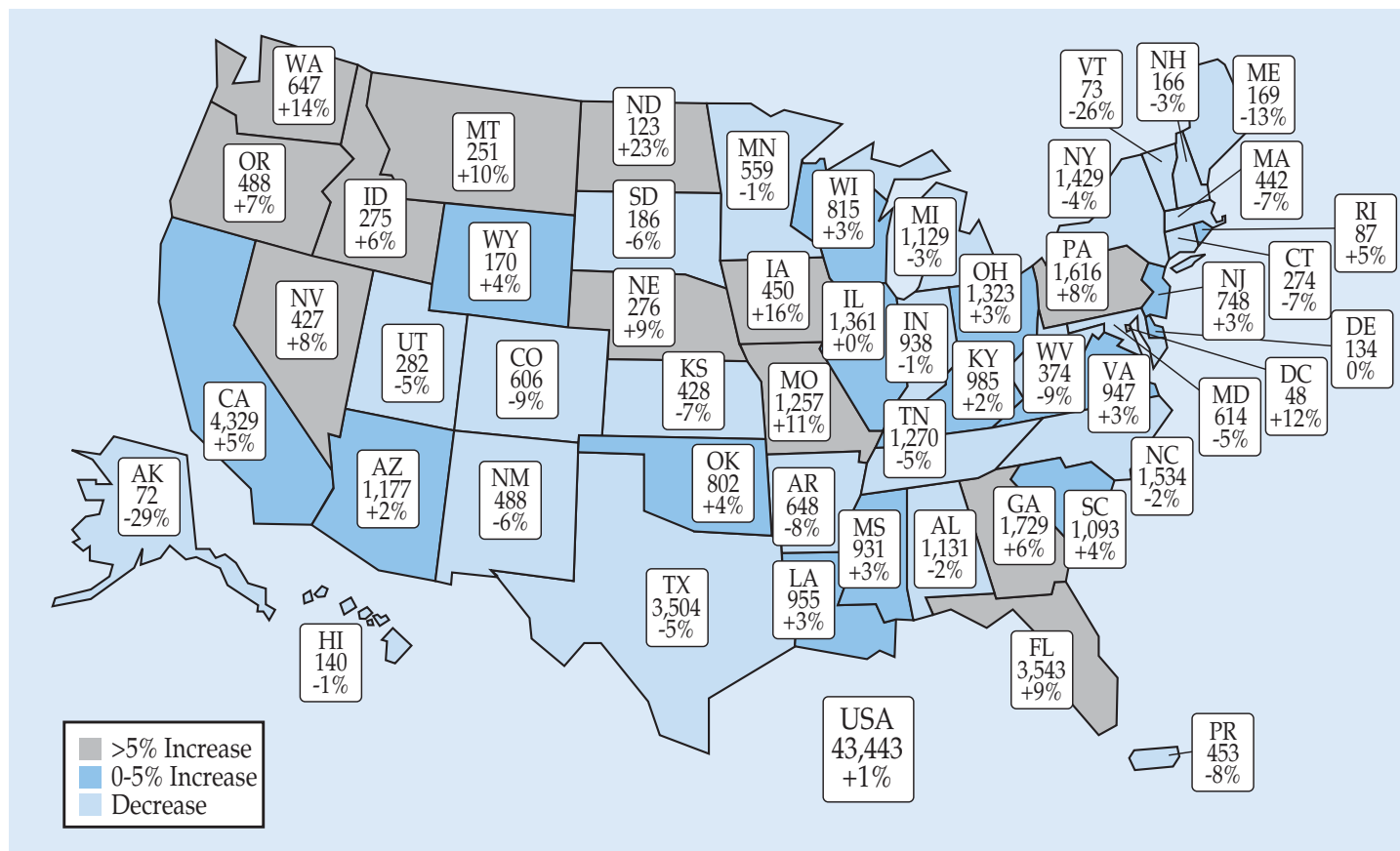


Traffic Safety Facts

2005 State Traffic Data

DOT HS 810 628

2005 Traffic Fatalities by State and Percent Change from 2004



For more information:

Information on State traffic data is available from the National Center for Statistics and Analysis, NPO-101, 400 Seventh Street, SW., Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.dot.gov. To report a safety-related problem or to inquire about motor vehicle safety information, contact the DOT Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview*, *Alcohol, Bicyclists and Other Cyclists* (formerly titled *Pedalcyclists*), *Children*, *Large Trucks*, *Motorcyclists*, *Occupant Protection*, *Older Population*, *Pedestrians*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be accessed online at www.nhtsa.dot.gov/people/ncsa.

★★★★★
NHTSA
www.nhtsa.gov

NCSA
NHTSA's National Center for Statistics & Analysis

Table 1

Traffic Fatalities and Fatality Rates, 2005

| State | Traffic Fatalities | Population (thousands) | Licensed Drivers (thousands) | Registered Vehicles (thousands) | Vehicle Miles Traveled (millions) | Fatality Rates per | | | |
|------------|--------------------|------------------------|------------------------------|---------------------------------|-----------------------------------|--------------------|--------------------------|-----------------------------|------------------------------------|
| | | | | | | 100,000 Population | 100,000 Licensed Drivers | 100,000 Registered Vehicles | 100 Million Vehicle Miles Traveled |
| AL | 1,131 | 4,558 | 3,637 | 4,638 | 59,661 | 24.81 | 31.09 | 24.39 | 1.90 |
| AK | 72 | 664 | 483 | 695 | 5,035 | 10.85 | 14.92 | 10.36 | 1.43 |
| AZ | 1,177 | 5,939 | 3,943 | 4,070 | 59,799 | 19.82 | 29.85 | 28.92 | 1.97 |
| AR | 648 | 2,779 | 2,024 | 1,990 | 31,972 | 23.32 | 32.01 | 32.57 | 2.03 |
| CA | 4,329 | 36,132 | 22,896 | 33,163 | 329,267 | 11.98 | 18.91 | 13.05 | 1.31 |
| CO | 606 | 4,665 | 3,341 | 1,925 | 47,962 | 12.99 | 18.14 | 31.48 | 1.26 |
| CT | 274 | 3,510 | 2,740 | 3,124 | 31,675 | 7.81 | 10.00 | 8.77 | 0.87 |
| DE | 134 | 844 | 534 | 756 | 9,508 | 15.89 | 25.10 | 17.74 | 1.41 |
| DC | 48 | 551 | 330 | 238 | 3,713 | 8.72 | 14.53 | 20.13 | 1.29 |
| FL | 3,543 | 17,790 | 13,374 | 16,208 | 201,531 | 19.92 | 26.49 | 21.86 | 1.76 |
| GA | 1,729 | 9,073 | 5,940 | 8,205 | 113,509 | 19.06 | 29.11 | 21.07 | 1.52 |
| HI | 140 | 1,275 | 856 | 972 | 10,083 | 10.98 | 16.35 | 14.40 | 1.39 |
| ID | 275 | 1,429 | 978 | 1,431 | 14,866 | 19.24 | 28.11 | 19.22 | 1.85 |
| IL | 1,361 | 12,763 | 7,871 | 9,749 | 107,706 | 10.66 | 17.29 | 13.96 | 1.26 |
| IN | 938 | 6,272 | 4,521 | 5,103 | 71,799 | 14.96 | 20.75 | 18.38 | 1.31 |
| IA | 450 | 2,966 | 2,033 | 3,544 | 31,060 | 15.17 | 22.13 | 12.70 | 1.45 |
| KS | 428 | 2,745 | 1,974 | 2,435 | 29,621 | 15.59 | 21.68 | 17.58 | 1.44 |
| KY | 985 | 4,173 | 2,861 | 3,484 | 47,466 | 23.60 | 34.43 | 28.27 | 2.08 |
| LA | 955 | 4,524 | 3,084 | 3,874 | 44,979 | 21.11 | 30.97 | 24.65 | 2.12 |
| ME | 169 | 1,322 | 1,004 | 1,115 | 14,925 | 12.79 | 16.83 | 15.15 | 1.13 |
| MD | 614 | 5,600 | 3,710 | 4,398 | 56,319 | 10.96 | 16.55 | 13.96 | 1.09 |
| MA | 442 | 6,399 | 4,613 | 5,560 | 55,458 | 6.91 | 9.58 | 7.95 | 0.80 |
| MI | 1,129 | 10,121 | 7,105 | 8,512 | 104,052 | 11.16 | 15.89 | 13.26 | 1.09 |
| MN | 559 | 5,133 | 3,084 | 4,848 | 56,904 | 10.89 | 18.13 | 11.53 | 0.98 |
| MS | 931 | 2,921 | 1,965 | 2,005 | 42,186 | 31.87 | 47.37 | 46.42 | 2.21 |
| MO | 1,257 | 5,800 | 4,135 | 4,671 | 68,754 | 21.67 | 30.40 | 26.91 | 1.83 |
| MT | 251 | 936 | 716 | 1,057 | 11,126 | 26.83 | 35.08 | 23.75 | 2.26 |
| NE | 276 | 1,759 | 1,321 | 1,734 | 19,291 | 15.69 | 20.90 | 15.91 | 1.43 |
| NV | 427 | 2,415 | 1,596 | 1,400 | 20,776 | 17.68 | 26.75 | 30.50 | 2.06 |
| NH | 166 | 1,310 | 986 | 1,243 | 13,429 | 12.67 | 16.84 | 13.35 | 1.24 |
| NJ | 748 | 8,718 | 5,871 | 6,420 | 73,819 | 8.58 | 12.74 | 11.65 | 1.01 |
| NM | 488 | 1,928 | 1,305 | 1,586 | 23,966 | 25.31 | 37.40 | 30.77 | 2.04 |
| NY | 1,429 | 19,255 | 11,072 | 12,053 | 137,521* | 7.42 | 12.91 | 11.86 | 1.04* |
| NC | 1,534 | 8,683 | 6,228 | 6,254 | 101,268 | 17.67 | 24.63 | 24.53 | 1.51 |
| ND | 123 | 637 | 467 | 718 | 7,570 | 19.32 | 26.36 | 17.12 | 1.62 |
| OH | 1,323 | 11,464 | 7,708 | 10,943 | 110,491 | 11.54 | 17.16 | 12.09 | 1.20 |
| OK | 802 | 3,548 | 2,234 | 3,808 | 47,019 | 22.61 | 35.90 | 21.06 | 1.71 |
| OR | 488 | 3,641 | 2,693 | 2,970 | 35,282 | 13.40 | 18.12 | 16.43 | 1.38 |
| PA | 1,616 | 12,430 | 8,461 | 10,170 | 108,042 | 13.00 | 19.10 | 15.89 | 1.50 |
| RI | 87 | 1,076 | 746 | 840 | 8,300 | 8.08 | 11.65 | 10.35 | 1.05 |
| SC | 1,093 | 4,255 | 2,988 | 3,402 | 49,434 | 25.69 | 36.58 | 32.12 | 2.21 |
| SD | 186 | 776 | 566 | 900 | 8,397 | 23.97 | 32.85 | 20.67 | 2.22 |
| TN | 1,270 | 5,963 | 4,352 | 5,102 | 70,814 | 21.30 | 29.18 | 24.89 | 1.79 |
| TX | 3,504 | 22,860 | 14,659 | 17,801 | 235,170 | 15.33 | 23.90 | 19.68 | 1.49 |
| UT | 282 | 2,470 | 1,600 | 2,258 | 25,158 | 11.42 | 17.63 | 12.49 | 1.12 |
| VT | 73 | 623 | 563 | 530 | 7,713 | 11.72 | 12.96 | 13.77 | 0.95 |
| VA | 947 | 7,567 | 5,113 | 6,669 | 80,337 | 12.51 | 18.52 | 14.20 | 1.18 |
| WA | 647 | 6,288 | 4,682 | 5,771 | 55,476 | 10.29 | 13.82 | 11.21 | 1.17 |
| WV | 374 | 1,817 | 1,328 | 1,369 | 20,523 | 20.59 | 28.17 | 27.31 | 1.82 |
| WI | 815 | 5,536 | 3,993 | 5,029 | 60,017 | 14.72 | 20.41 | 16.21 | 1.36 |
| WY | 170 | 509 | 383 | 680 | 9,058 | 33.38 | 44.42 | 25.01 | 1.88 |
| USA | 43,443 | 296,410 | 200,665 | 245,642 | 2,989,807 | 14.66 | 21.65 | 17.69 | 1.45 |
| PR | 453 | 3,912 | - | 2,282 | 19,411 | 11.58 | - | 19.85 | 2.33 |

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census. Note: Licensed driver data not available for Puerto Rico. *New York data for vehicle miles traveled is from 2004.

Table 2

Traffic Fatalities and Percent Change, 1975-2005

| State | Fatalities | | | | | | | Percent Change | | | | | |
|------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|------------|------------|------------|------------|------------|
| | 1975 | 1985 | 1990 | 1995 | 2000 | 2004 | 2005 | 1975-1985 | 1985-1990 | 1990-1995 | 1995-2000 | 1975-2005 | 2004-2005 |
| AL | 902 | 882 | 1,121 | 1,114 | 996 | 1,154 | 1,131 | -2% | +27% | -1% | -11% | +25% | -2% |
| AK | 112 | 127 | 98 | 87 | 106 | 101 | 72 | +13% | -23% | -11% | +22% | -36% | -29% |
| AZ | 670 | 893 | 869 | 1,035 | 1,036 | 1,151 | 1,177 | +33% | -3% | +19% | +0% | +76% | +2% |
| AR | 559 | 534 | 604 | 631 | 652 | 703 | 648 | -4% | +13% | +4% | +3% | +16% | -8% |
| CA | 4,092 | 4,960 | 5,192 | 4,192 | 3,753 | 4,120 | 4,329 | +21% | +5% | -19% | -10% | +6% | +5% |
| CO | 581 | 579 | 544 | 645 | 681 | 667 | 606 | -0% | -6% | +19% | +6% | +4% | -9% |
| CT | 389 | 448 | 385 | 317 | 341 | 294 | 274 | +15% | -14% | -18% | +8% | -30% | -7% |
| DE | 122 | 104 | 138 | 121 | 123 | 134 | 134 | -15% | +33% | -12% | +2% | +10% | 0% |
| DC | 70 | 60 | 48 | 58 | 48 | 43 | 48 | -14% | -20% | +21% | -17% | -31% | +12% |
| FL | 1,998 | 2,832 | 2,891 | 2,805 | 2,999 | 3,244 | 3,543 | +42% | +2% | -3% | +7% | +77% | +9% |
| GA | 1,360 | 1,361 | 1,562 | 1,488 | 1,541 | 1,634 | 1,729 | +0% | +15% | -5% | +4% | +27% | +6% |
| HI | 144 | 126 | 177 | 130 | 132 | 142 | 140 | -13% | +40% | -27% | +2% | -3% | -1% |
| ID | 281 | 255 | 244 | 262 | 276 | 260 | 275 | -9% | -4% | +7% | +5% | -2% | +6% |
| IL | 2,041 | 1,534 | 1,589 | 1,586 | 1,418 | 1,355 | 1,361 | -25% | +4% | -0% | -11% | -33% | +0% |
| IN | 1,128 | 974 | 1,049 | 960 | 886 | 947 | 938 | -14% | +8% | -8% | -8% | -17% | -1% |
| IA | 670 | 474 | 465 | 527 | 445 | 388 | 450 | -29% | -2% | +13% | -16% | -33% | +16% |
| KS | 509 | 486 | 444 | 442 | 461 | 459 | 428 | -5% | -9% | -0% | +4% | -16% | -7% |
| KY | 863 | 712 | 849 | 849 | 820 | 964 | 985 | -17% | +19% | 0% | -3% | +14% | +2% |
| LA | 934 | 931 | 959 | 894 | 938 | 927 | 955 | -0% | +3% | -7% | +5% | +2% | +3% |
| ME | 223 | 206 | 213 | 187 | 169 | 194 | 169 | -8% | +3% | -12% | -10% | -24% | -13% |
| MD | 670 | 729 | 707 | 671 | 588 | 643 | 614 | +9% | -3% | -5% | -12% | -8% | -5% |
| MA | 864 | 742 | 605 | 444 | 433 | 476 | 442 | -14% | -18% | -27% | -2% | -49% | -7% |
| MI | 1,779 | 1,545 | 1,571 | 1,530 | 1,382 | 1,159 | 1,129 | -13% | +2% | -3% | -10% | -37% | -3% |
| MN | 754 | 608 | 566 | 597 | 625 | 567 | 559 | -19% | -7% | +5% | +5% | -26% | -1% |
| MS | 546 | 662 | 750 | 868 | 949 | 900 | 931 | +21% | +13% | +16% | +9% | +71% | +3% |
| MO | 1,045 | 931 | 1,097 | 1,109 | 1,157 | 1,130 | 1,257 | -11% | +18% | +1% | +4% | +20% | +11% |
| MT | 291 | 223 | 212 | 215 | 237 | 229 | 251 | -23% | -5% | +1% | +10% | -14% | +10% |
| NE | 369 | 237 | 262 | 254 | 276 | 254 | 276 | -36% | +11% | -3% | +9% | -25% | +9% |
| NV | 218 | 259 | 343 | 313 | 323 | 395 | 427 | +19% | +32% | -9% | +3% | +96% | +8% |
| NH | 151 | 191 | 158 | 118 | 126 | 171 | 166 | +26% | -17% | -25% | +7% | +10% | -3% |
| NJ | 1,043 | 964 | 886 | 774 | 731 | 723 | 748 | -8% | -8% | -13% | -6% | -28% | +3% |
| NM | 555 | 535 | 499 | 485 | 432 | 521 | 488 | -4% | -7% | -3% | -11% | -12% | -6% |
| NY | 2,366 | 2,006 | 2,217 | 1,679 | 1,460 | 1,495 | 1,429 | -15% | +11% | -24% | -13% | -40% | -4% |
| NC | 1,506 | 1,482 | 1,385 | 1,448 | 1,557 | 1,573 | 1,534 | -2% | -7% | +5% | +8% | +2% | -2% |
| ND | 167 | 90 | 112 | 74 | 86 | 100 | 123 | -46% | +24% | -34% | +16% | -26% | +23% |
| OH | 1,766 | 1,646 | 1,638 | 1,360 | 1,366 | 1,286 | 1,323 | -7% | -0% | -17% | +0% | -25% | +3% |
| OK | 757 | 744 | 641 | 669 | 650 | 774 | 802 | -2% | -14% | +4% | -3% | +6% | +4% |
| OR | 562 | 559 | 579 | 574 | 451 | 456 | 488 | -1% | +4% | -1% | -21% | -13% | +7% |
| PA | 2,078 | 1,771 | 1,646 | 1,480 | 1,520 | 1,490 | 1,616 | -15% | -7% | -10% | +3% | -22% | +8% |
| RI | 110 | 109 | 84 | 69 | 80 | 83 | 87 | -1% | -23% | -18% | +16% | -21% | +5% |
| SC | 820 | 951 | 979 | 881 | 1,065 | 1,046 | 1,093 | +16% | +3% | -10% | +21% | +33% | +4% |
| SD | 195 | 130 | 153 | 158 | 173 | 197 | 186 | -33% | +18% | +3% | +9% | -5% | -6% |
| TN | 1,126 | 1,101 | 1,177 | 1,259 | 1,307 | 1,339 | 1,270 | -2% | +7% | +7% | +4% | +13% | -5% |
| TX | 3,372 | 3,678 | 3,250 | 3,183 | 3,779 | 3,699 | 3,504 | +9% | -12% | -2% | +19% | +4% | -5% |
| UT | 272 | 303 | 272 | 325 | 373 | 296 | 282 | +11% | -10% | +19% | +15% | +4% | -5% |
| VT | 143 | 115 | 90 | 106 | 76 | 98 | 73 | -20% | -22% | +18% | -28% | -49% | -26% |
| VA | 993 | 976 | 1,079 | 900 | 929 | 922 | 947 | -2% | +11% | -17% | +3% | -5% | +3% |
| WA | 758 | 744 | 825 | 653 | 631 | 567 | 647 | -2% | +11% | -21% | -3% | -15% | +14% |
| WV | 461 | 420 | 481 | 376 | 411 | 410 | 374 | -9% | +15% | -22% | +9% | -19% | -9% |
| WI | 930 | 744 | 769 | 745 | 799 | 792 | 815 | -20% | +3% | -3% | +7% | -12% | +3% |
| WY | 210 | 152 | 125 | 170 | 152 | 164 | 170 | -28% | -18% | +36% | -11% | -19% | +4% |
| USA | 44,525 | 43,825 | 44,599 | 41,817 | 41,945 | 42,836 | 43,443 | -2% | +2% | -6% | +0% | -2% | +1% |
| PR | 496 | 600 | 473 | 595 | 568 | 495 | 453 | +21% | -21% | +26% | -5% | -9% | -8% |

Source: Fatality Analysis Reporting System (FARS).

Table 3

Traffic Fatality Rates and Percent Change, 1975-2005

| State | Fatality Rate per 100 Million VMT | | | | | | | Percent Change | | | | | |
|------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|-------------|-------------|-------------|-------------|------------|
| | 1975 | 1985 | 1990 | 1995 | 2000 | 2004 | 2005 | 1975-1985 | 1985-1990 | 1990-1995 | 1995-2000 | 1975-2005 | 2004-2005 |
| AL | 3.63 | 2.51 | 2.65 | 2.20 | 1.76 | 1.95 | 1.90 | -31% | +6% | -17% | -20% | -48% | -3% |
| AK | 4.38 | 3.17 | 2.51 | 2.11 | 2.30 | 2.02 | 1.43 | -28% | -21% | -16% | +9% | -67% | -29% |
| AZ | 4.19 | 4.14 | 2.45 | 2.61 | 2.11 | 2.01 | 1.97 | -1% | -41% | +7% | -19% | -53% | -2% |
| AR | 4.01 | 3.12 | 2.87 | 2.37 | 2.24 | 2.22 | 2.03 | -22% | -8% | -17% | -5% | -49% | -9% |
| CA | 3.09 | 2.39 | 2.01 | 1.52 | 1.22 | 1.25 | 1.31 | -23% | -16% | -24% | -20% | -58% | +5% |
| CO | 3.50 | 2.21 | 2.00 | 1.84 | 1.63 | 1.45 | 1.26 | -37% | -10% | -8% | -11% | -64% | -13% |
| CT | 2.13 | 2.00 | 1.46 | 1.13 | 1.11 | 0.93 | 0.87 | -6% | -27% | -23% | -2% | -59% | -6% |
| DE | 3.37 | 1.94 | 2.11 | 1.61 | 1.49 | 1.44 | 1.41 | -42% | +9% | -24% | -7% | -58% | -2% |
| DC | 2.27 | 1.86 | 1.41 | 1.67 | 1.37 | 1.15 | 1.29 | -18% | -24% | +18% | -18% | -43% | +12% |
| FL | 3.24 | 3.22 | 2.63 | 2.19 | 1.99 | 1.65 | 1.76 | -1% | -18% | -17% | -9% | -46% | +7% |
| GA | 3.46 | 2.53 | 2.22 | 1.74 | 1.47 | 1.44 | 1.52 | -27% | -12% | -22% | -16% | -56% | +6% |
| HI | 3.47 | 1.86 | 2.19 | 1.64 | 1.55 | 1.46 | 1.39 | -46% | +18% | -25% | -5% | -60% | -5% |
| ID | 4.78 | 3.31 | 2.48 | 2.13 | 2.04 | 1.77 | 1.85 | -31% | -25% | -14% | -4% | -61% | +5% |
| IL | 3.56 | 2.17 | 1.91 | 1.68 | 1.38 | 1.24 | 1.26 | -39% | -12% | -12% | -18% | -65% | +2% |
| IN | 3.02 | 2.39 | 1.95 | 1.49 | 1.25 | 1.30 | 1.31 | -21% | -18% | -24% | -16% | -57% | +1% |
| IA | 3.75 | 2.35 | 2.02 | 2.03 | 1.51 | 1.23 | 1.45 | -37% | -14% | +0% | -26% | -61% | +18% |
| KS | 3.29 | 2.52 | 1.94 | 1.76 | 1.64 | 1.57 | 1.44 | -23% | -23% | -9% | -7% | -56% | -8% |
| KY | 3.50 | 2.50 | 2.52 | 2.07 | 1.75 | 2.04 | 2.08 | -29% | +1% | -18% | -15% | -41% | +2% |
| LA | 4.60 | 2.79 | 2.53 | 2.31 | 2.30 | 2.08 | 2.12 | -39% | -9% | -9% | -0% | -54% | +2% |
| ME | 3.14 | 2.22 | 1.79 | 1.49 | 1.19 | 1.30 | 1.13 | -29% | -19% | -17% | -20% | -64% | -13% |
| MD | 2.66 | 2.19 | 1.74 | 1.50 | 1.17 | 1.16 | 1.09 | -18% | -21% | -14% | -22% | -59% | -6% |
| MA | 2.75 | 1.87 | 1.31 | 0.92 | 0.82 | 0.87 | 0.80 | -32% | -30% | -30% | -11% | -71% | -8% |
| MI | 3.06 | 2.29 | 1.94 | 1.79 | 1.41 | 1.12 | 1.09 | -25% | -15% | -8% | -21% | -64% | -3% |
| MN | 2.94 | 1.86 | 1.45 | 1.35 | 1.19 | 1.00 | 0.98 | -37% | -22% | -7% | -12% | -67% | -2% |
| MS | 3.80 | 3.45 | 3.07 | 2.94 | 2.67 | 2.28 | 2.21 | -9% | -11% | -4% | -9% | -42% | -3% |
| MO | 3.41 | 2.37 | 2.16 | 1.87 | 1.72 | 1.64 | 1.83 | -30% | -9% | -13% | -8% | -46% | +12% |
| MT | 5.08 | 3.03 | 2.54 | 2.28 | 2.40 | 2.04 | 2.26 | -40% | -16% | -10% | +5% | -56% | +11% |
| NE | 3.29 | 1.97 | 1.88 | 1.61 | 1.53 | 1.32 | 1.43 | -40% | -5% | -14% | -5% | -57% | +8% |
| NV | 4.74 | 3.42 | 3.36 | 2.24 | 1.83 | 1.95 | 2.06 | -28% | -2% | -33% | -18% | -57% | +6% |
| NH | 2.85 | 2.53 | 1.61 | 1.11 | 1.05 | 1.26 | 1.24 | -11% | -36% | -31% | -5% | -56% | -2% |
| NJ | 2.15 | 1.83 | 1.50 | 1.27 | 1.08 | 0.99 | 1.01 | -15% | -18% | -15% | -15% | -53% | +2% |
| NM | 5.59 | 4.03 | 3.09 | 2.29 | 1.90 | 2.18 | 2.04 | -28% | -23% | -26% | -17% | -64% | -6% |
| NY | 3.63 | 2.22 | 2.07 | 1.46 | 1.13 | 1.08 | 1.04* | -39% | -7% | -29% | -23% | -71% | -4% |
| NC | 4.14 | 2.97 | 2.21 | 1.90 | 1.74 | 1.64 | 1.51 | -28% | -26% | -14% | -8% | -64% | -8% |
| ND | 3.71 | 1.61 | 1.90 | 1.13 | 1.19 | 1.32 | 1.62 | -57% | +18% | -41% | +5% | -56% | +23% |
| OH | 2.75 | 2.18 | 1.79 | 1.35 | 1.29 | 1.15 | 1.20 | -21% | -18% | -25% | -4% | -56% | +4% |
| OK | 3.33 | 2.39 | 1.93 | 1.74 | 1.50 | 1.67 | 1.71 | -28% | -19% | -10% | -14% | -49% | +2% |
| OR | 3.53 | 2.61 | 2.17 | 1.91 | 1.33 | 1.28 | 1.38 | -26% | -17% | -12% | -30% | -61% | +8% |
| PA | 3.26 | 2.35 | 1.92 | 1.57 | 1.49 | 1.38 | 1.50 | -28% | -18% | -18% | -5% | -54% | +9% |
| RI | 1.94 | 1.87 | 1.14 | 1.00 | 0.96 | 0.98 | 1.05 | -4% | -39% | -12% | -4% | -46% | +7% |
| SC | 3.98 | 3.56 | 2.85 | 2.28 | 2.34 | 2.11 | 2.21 | -11% | -20% | -20% | +3% | -44% | +5% |
| SD | 3.76 | 2.07 | 2.19 | 2.06 | 2.05 | 2.24 | 2.22 | -45% | +6% | -6% | -0% | -41% | -1% |
| TN | 3.42 | 3.03 | 2.52 | 2.24 | 1.99 | 1.89 | 1.79 | -11% | -17% | -11% | -11% | -48% | -5% |
| TX | 3.99 | 2.57 | 2.08 | 1.76 | 1.72 | 1.60 | 1.49 | -36% | -19% | -15% | -2% | -63% | -7% |
| UT | 3.42 | 2.52 | 1.86 | 1.73 | 1.65 | 1.20 | 1.12 | -26% | -26% | -7% | -5% | -67% | -7% |
| VT | 4.32 | 2.45 | 1.54 | 1.71 | 1.12 | 1.25 | 0.95 | -43% | -37% | +11% | -35% | -78% | -24% |
| VA | 2.87 | 2.04 | 1.79 | 1.29 | 1.24 | 1.17 | 1.18 | -29% | -12% | -28% | -4% | -59% | +1% |
| WA | 3.16 | 2.16 | 1.85 | 1.33 | 1.18 | 1.02 | 1.17 | -32% | -14% | -28% | -11% | -63% | +15% |
| WV | 4.36 | 3.32 | 3.12 | 2.16 | 2.14 | 2.02 | 1.82 | -24% | -6% | -31% | -1% | -58% | -10% |
| WI | 3.25 | 2.03 | 1.74 | 1.45 | 1.40 | 1.31 | 1.36 | -38% | -14% | -17% | -3% | -58% | +4% |
| WY | 5.36 | 2.81 | 2.14 | 2.41 | 1.88 | 1.77 | 1.88 | -48% | -24% | +13% | -22% | -65% | +6% |
| USA | 3.35 | 2.47 | 2.08 | 1.73 | 1.53 | 1.44 | 1.45 | -26% | -16% | -17% | -12% | -57% | +1% |
| PR | 7.27 | 5.74 | 3.68 | 3.83 | 3.23 | 2.54 | 2.33 | -21% | -36% | +4% | -16% | -68% | -8% |

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle miles traveled—Federal Highway Administration (FHWA).

*2005 fatality rate based on vehicle miles traveled data for 2004.

Table 4

Alcohol Involvement in Fatal Traffic Crashes, 1995 and 2005

| State | BAC .01+ g/dL | | | BAC .08+ g/dL | | | Percentage of Drivers Involved in Fatal Crashes Tested for BAC with Known Results in 2005 | |
|------------|---------------|------------|----------------|---------------|------------|----------------|---|------------|
| | 1995 | 2005 | Percent Change | 1995 | 2005 | Percent Change | Killed | Survived |
| AL | 44% | 37% | -16% | 40% | 34% | -15% | 9% | 7% |
| AK | 54% | 48% | -11% | 44% | 43% | -2% | 82% | 42% |
| AZ | 46% | 42% | -9% | 40% | 37% | -8% | 43% | 5% |
| AR | 39% | 36% | -8% | 29% | 32% | +10% | 56% | 39% |
| CA | 42% | 40% | -5% | 34% | 34% | 0% | 84% | 19% |
| CO | 47% | 40% | -15% | 40% | 35% | -13% | 16% | 4% |
| CT | 48% | 44% | -8% | 45% | 37% | -18% | 65% | 26% |
| DE | 41% | 49% | +20% | 34% | 44% | +29% | 53% | 13% |
| DC | 53% | 55% | +4% | 49% | 44% | -10% | 79% | 42% |
| FL | 42% | 42% | 0% | 36% | 36% | 0% | 59% | 15% |
| GA | 36% | 32% | -11% | 31% | 27% | -13% | 47% | 23% |
| HI | 50% | 51% | +2% | 36% | 42% | +17% | 98% | 41% |
| ID | 35% | 32% | -9% | 30% | 31% | +3% | 67% | 31% |
| IL | 44% | 43% | -2% | 39% | 35% | -10% | 88% | 18% |
| IN | 36% | 34% | -6% | 31% | 29% | -6% | 61% | 60% |
| IA | 42% | 26% | -38% | 35% | 23% | -34% | 37% | 35% |
| KS | 42% | 35% | -17% | 37% | 28% | -24% | 45% | 51% |
| KY | 36% | 32% | -11% | 31% | 27% | -13% | 68% | 28% |
| LA | 53% | 41% | -23% | 44% | 36% | -18% | 26% | 49% |
| ME | 31% | 35% | +13% | 28% | 30% | +7% | 92% | 76% |
| MD | 37% | 38% | +3% | 30% | 31% | +3% | 89% | 13% |
| MA | 43% | 39% | -9% | 38% | 34% | -11% | 44% | 2% |
| MI | 41% | 37% | -10% | 35% | 32% | -9% | 66% | 35% |
| MN | 45% | 36% | -20% | 39% | 31% | -21% | 52% | 44% |
| MS | 42% | 40% | -5% | 38% | 36% | -5% | 49% | 24% |
| MO | 50% | 41% | -18% | 44% | 35% | -20% | 83% | 30% |
| MT | 44% | 49% | +11% | 39% | 45% | +15% | 84% | 58% |
| NE | 37% | 33% | -11% | 29% | 28% | -3% | 83% | 68% |
| NV | 47% | 37% | -21% | 42% | 33% | -21% | 71% | 30% |
| NH | 39% | 36% | -8% | 31% | 33% | +6% | 90% | 33% |
| NJ | 36% | 35% | -3% | 29% | 29% | 0% | 87% | 34% |
| NM | 49% | 39% | -20% | 44% | 35% | -20% | 92% | 35% |
| NY | 34% | 37% | +9% | 29% | 30% | +3% | 59% | 4% |
| NC | 35% | 36% | +3% | 31% | 32% | +3% | 85% | 2% |
| ND | 58% | 47% | -19% | 49% | 37% | -24% | 85% | 33% |
| OH | 36% | 38% | +6% | 30% | 31% | +3% | 88% | 35% |
| OK | 39% | 35% | -10% | 34% | 31% | -9% | 81% | 17% |
| OR | 42% | 36% | -14% | 34% | 29% | -15% | 89% | 38% |
| PA | 42% | 39% | -7% | 37% | 35% | -5% | 80% | 22% |
| RI | 41% | 50% | +22% | 38% | 39% | +3% | 88% | 6% |
| SC | 39% | 42% | +8% | 34% | 36% | +6% | 77% | 85% |
| SD | 45% | 43% | -4% | 42% | 41% | -2% | 77% | 62% |
| TN | 42% | 37% | -12% | 38% | 31% | -18% | 27% | 19% |
| TX | 55% | 45% | -18% | 48% | 39% | -19% | 42% | 18% |
| UT | 28% | 13% | -54% | 25% | 12% | -52% | 53% | 36% |
| VT | 45% | 40% | -11% | 38% | 38% | 0% | 96% | 36% |
| VA | 41% | 37% | -10% | 35% | 30% | -14% | 60% | 0% |
| WA | 49% | 45% | -8% | 42% | 39% | -7% | 87% | 16% |
| WV | 45% | 34% | -24% | 39% | 31% | -21% | 82% | 14% |
| WI | 43% | 45% | +5% | 39% | 40% | +3% | 88% | 43% |
| WY | 50% | 38% | -24% | 45% | 33% | -27% | 81% | 28% |
| USA | 42% | 39% | -7% | 36% | 33% | -8% | 64% | 24% |
| PR | 55% | 48% | -13% | 46% | 41% | -11% | 76% | 59% |

Source: Fatality Analysis Reporting System (FARS).

Table 5

Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2005

| State | Total Traffic Fatalities | Speeding-Related Fatalities by Road Type and Speed Limit | | | | | | | | |
|------------|--------------------------|--|--------------|------------|----------------|------------|--------------|------------|--------------|--------------|
| | | Total | Interstate | | Non-Interstate | | | | | |
| | | | >55 mph | ≤55 mph | 55 mph | 50 mph | 45 mph | 40 mph | 35 mph | <35 mph |
| AL | 1,131 | 493 | 53 | 7 | 118 | 15 | 175 | 31 | 39 | 25 |
| AK | 72 | 27 | 7 | 3 | 4 | 0 | 2 | 1 | 5 | 3 |
| AZ | 1,177 | 460 | 109 | 15 | 36 | 23 | 71 | 73 | 32 | 35 |
| AR | 648 | 104 | 5 | 0 | 52 | 3 | 11 | 7 | 17 | 5 |
| CA | 4,329 | 1,471 | 203 | 30 | 344 | 60 | 145 | 131 | 181 | 156 |
| CO | 606 | 204 | 16 | 11 | 25 | 10 | 30 | 24 | 22 | 30 |
| CT | 274 | 92 | 3 | 7 | 1 | 0 | 9 | 9 | 9 | 49 |
| DE | 134 | 52 | 1 | 5 | 4 | 26 | 0 | 5 | 6 | 2 |
| DC | 48 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 10 |
| FL | 3,543 | 239 | 14 | 7 | 30 | 11 | 52 | 20 | 33 | 33 |
| GA | 1,729 | 340 | 22 | 5 | 105 | 6 | 51 | 5 | 43 | 18 |
| HI | 140 | 69 | 0 | 6 | 6 | 1 | 6 | 1 | 25 | 20 |
| ID | 275 | 95 | 14 | 0 | 11 | 11 | 7 | 5 | 8 | 8 |
| IL | 1,361 | 525 | 68 | 22 | 199 | 16 | 48 | 46 | 62 | 61 |
| IN | 938 | 258 | 19 | 17 | 59 | 10 | 42 | 34 | 27 | 46 |
| IA | 450 | 44 | 5 | 0 | 19 | 2 | 5 | 0 | 7 | 4 |
| KS | 428 | 119 | 16 | 0 | 37 | 2 | 6 | 4 | 4 | 19 |
| KY | 985 | 187 | 12 | 6 | 117 | 0 | 22 | 2 | 17 | 10 |
| LA | 955 | 180 | 14 | 3 | 70 | 4 | 34 | 7 | 27 | 13 |
| ME | 169 | 86 | 11 | 3 | 9 | 9 | 21 | 11 | 9 | 10 |
| MD | 614 | 214 | 14 | 15 | 19 | 34 | 22 | 29 | 30 | 46 |
| MA | 442 | 146 | 11 | 3 | 4 | 3 | 11 | 21 | 28 | 57 |
| MI | 1,129 | 243 | 26 | 11 | 120 | 4 | 24 | 2 | 14 | 25 |
| MN | 559 | 152 | 13 | 4 | 85 | 7 | 6 | 4 | 2 | 20 |
| MS | 931 | 254 | 36 | 0 | 91 | 20 | 45 | 9 | 21 | 8 |
| MO | 1,257 | 529 | 59 | 9 | 197 | 6 | 31 | 28 | 66 | 51 |
| MT | 251 | 97 | 17 | 0 | 2 | 2 | 4 | 0 | 9 | 10 |
| NE | 276 | 51 | 10 | 0 | 5 | 11 | 2 | 3 | 8 | 5 |
| NV | 427 | 160 | 24 | 0 | 10 | 8 | 23 | 1 | 23 | 9 |
| NH | 166 | 56 | 4 | 1 | 4 | 5 | 1 | 6 | 14 | 16 |
| NJ | 748 | 79 | 0 | 3 | 10 | 21 | 12 | 3 | 9 | 13 |
| NM | 488 | 165 | 33 | 2 | 28 | 1 | 12 | 7 | 10 | 11 |
| NY | 1,429 | 456 | 13 | 13 | 173 | 15 | 27 | 37 | 21 | 77 |
| NC | 1,534 | 560 | 40 | 7 | 287 | 4 | 121 | 1 | 72 | 14 |
| ND | 123 | 28 | 2 | 1 | 8 | 2 | 0 | 1 | 0 | 3 |
| OH | 1,323 | 277 | 23 | 6 | 123 | 4 | 28 | 7 | 51 | 21 |
| OK | 802 | 292 | 27 | 2 | 64 | 8 | 71 | 13 | 18 | 15 |
| OR | 488 | 161 | 10 | 2 | 76 | 3 | 11 | 7 | 19 | 14 |
| PA | 1,616 | 757 | 44 | 18 | 195 | 18 | 167 | 91 | 144 | 54 |
| RI | 87 | 40 | 6 | 3 | 1 | 3 | 2 | 2 | 6 | 17 |
| SC | 1,093 | 480 | 59 | 2 | 158 | 9 | 93 | 22 | 55 | 24 |
| SD | 186 | 62 | 7 | 0 | 26 | 0 | 1 | 3 | 4 | 4 |
| TN | 1,270 | 266 | 12 | 10 | 9 | 0 | 9 | 4 | 4 | 4 |
| TX | 3,504 | 1,426 | 162 | 49 | 174 | 35 | 147 | 117 | 121 | 143 |
| UT | 282 | 75 | 38 | 0 | 3 | 3 | 2 | 6 | 7 | 6 |
| VT | 73 | 33 | 2 | 0 | 0 | 13 | 3 | 3 | 5 | 3 |
| VA | 947 | 313 | 42 | 19 | 128 | 3 | 52 | 8 | 35 | 19 |
| WA | 647 | 247 | 14 | 4 | 18 | 54 | 12 | 19 | 57 | 41 |
| WV | 374 | 82 | 10 | 0 | 33 | 3 | 13 | 8 | 6 | 6 |
| WI | 815 | 294 | 16 | 6 | 157 | 2 | 27 | 7 | 18 | 42 |
| WY | 170 | 56 | 18 | 0 | 8 | 0 | 3 | 1 | 1 | 6 |
| USA | 43,443 | 13,113* | 1,384 | 342 | 3,462 | 510 | 1,719 | 886 | 1,453 | 1,341 |
| PR | 453 | 215 | 45 | 0 | 7 | 3 | 30 | 21 | 84 | 25 |

*Of the total number of speeding-related fatalities in 2005, 5,562 occurred on roads with posted speed limits between 55 and 65 mph, and 902 occurred on roads with speed limits above 65 mph.

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

Table 6

Passenger Vehicle Occupants and Motorcyclists Killed, 2005

| State | Passenger Vehicle Occupants Killed | | | | Motorcyclists Killed | | | |
|------------|------------------------------------|-------------------|--------------|-------------|----------------------|-------------------|--------------|-------------|
| | Total | Percent Who Were: | | | Total | Percent Who Were: | | |
| | | Restrained | Unrestrained | Unknown | | Helmeted | Not Helmeted | Unknown |
| AL | 951 | 37.7% | 58.0% | 4.2% | 61 | 95.1% | 4.9% | 0.0% |
| AK | 54 | 50.0% | 40.7% | 9.3% | 4 | 75.0% | 25.0% | 0.0% |
| AZ | 652 | 35.0% | 53.8% | 11.2% | 124 | 38.7% | 56.5% | 4.8% |
| AR | 510 | 28.8% | 60.6% | 10.6% | 63 | 46.0% | 47.6% | 6.3% |
| CA | 2,893 | 55.4% | 33.5% | 11.0% | 469 | 85.5% | 11.9% | 2.6% |
| CO | 444 | 42.3% | 56.3% | 1.4% | 87 | 4.6% | 95.4% | 0.0% |
| CT | 184 | 39.1% | 47.3% | 13.6% | 43 | 32.6% | 62.8% | 4.7% |
| DE | 96 | 42.7% | 54.2% | 3.1% | 21 | 66.7% | 33.3% | 0.0% |
| DC | 22 | 36.4% | 59.1% | 4.5% | 6 | 100.0% | 0.0% | 0.0% |
| FL | 2,227 | 38.8% | 56.7% | 4.6% | 469 | 45.6% | 46.9% | 7.5% |
| GA | 1,341 | 38.5% | 49.9% | 11.6% | 144 | 89.6% | 10.4% | 0.0% |
| HI | 69 | 42.0% | 43.5% | 14.5% | 30 | 26.7% | 70.0% | 3.3% |
| ID | 225 | 41.8% | 56.0% | 2.2% | 26 | 34.6% | 65.4% | 0.0% |
| IL | 968 | 44.1% | 46.4% | 9.5% | 157 | 17.8% | 75.2% | 7.0% |
| IN | 711 | 41.5% | 46.8% | 11.7% | 110 | 18.2% | 77.3% | 4.5% |
| IA | 354 | 46.3% | 39.3% | 14.4% | 45 | 35.6% | 64.4% | 0.0% |
| KS | 342 | 30.1% | 61.7% | 8.2% | 35 | 20.0% | 68.6% | 11.4% |
| KY | 783 | 34.9% | 64.9% | 0.3% | 89 | 34.8% | 65.2% | 0.0% |
| LA | 709 | 34.6% | 52.5% | 13.0% | 75 | 73.3% | 24.0% | 2.7% |
| ME | 135 | 35.6% | 47.4% | 17.0% | 15 | 40.0% | 60.0% | 0.0% |
| MD | 397 | 51.6% | 44.8% | 3.5% | 85 | 89.4% | 10.6% | 0.0% |
| MA | 298 | 28.2% | 57.4% | 14.4% | 55 | 89.1% | 7.3% | 3.6% |
| MI | 815 | 55.5% | 33.1% | 11.4% | 124 | 70.2% | 18.5% | 11.3% |
| MN | 428 | 43.0% | 49.3% | 7.7% | 58 | 31.0% | 67.2% | 1.7% |
| MS | 782 | 26.5% | 73.4% | 0.1% | 39 | 71.8% | 28.2% | 0.0% |
| MO | 1,019 | 30.7% | 60.3% | 9.0% | 91 | 63.7% | 31.9% | 4.4% |
| MT | 199 | 26.1% | 71.9% | 2.0% | 28 | 46.4% | 53.6% | 0.0% |
| NE | 241 | 28.2% | 60.2% | 11.6% | 17 | 70.6% | 17.6% | 11.8% |
| NV | 283 | 43.1% | 49.1% | 7.8% | 56 | 62.5% | 26.8% | 10.7% |
| NH | 106 | 29.2% | 67.9% | 2.8% | 44 | 22.7% | 75.0% | 2.3% |
| NJ | 487 | 51.3% | 45.6% | 3.1% | 61 | 80.3% | 16.4% | 3.3% |
| NM | 365 | 47.9% | 50.1% | 1.9% | 38 | 15.8% | 81.6% | 2.6% |
| NY | 839 | 48.6% | 39.2% | 12.2% | 161 | 78.3% | 16.1% | 5.6% |
| NC | 1,136 | 45.7% | 46.0% | 8.4% | 152 | 92.8% | 7.2% | 0.0% |
| ND | 94 | 23.4% | 70.2% | 6.4% | 6 | 16.7% | 83.3% | 0.0% |
| OH | 1,008 | 41.8% | 58.0% | 0.2% | 178 | 25.8% | 74.2% | 0.0% |
| OK | 631 | 39.5% | 59.7% | 0.8% | 77 | 24.7% | 75.3% | 0.0% |
| OR | 361 | 63.2% | 30.2% | 6.6% | 48 | 91.7% | 6.3% | 2.1% |
| PA | 1,171 | 31.8% | 54.7% | 13.5% | 205 | 51.7% | 44.9% | 3.4% |
| RI | 58 | 34.5% | 63.8% | 1.7% | 14 | 57.1% | 42.9% | 0.0% |
| SC | 842 | 29.8% | 65.0% | 5.2% | 106 | 24.5% | 73.6% | 1.9% |
| SD | 139 | 23.7% | 66.9% | 9.4% | 22 | 40.9% | 54.5% | 4.5% |
| TN | 1,010 | 35.8% | 56.1% | 8.0% | 128 | 83.6% | 15.6% | 0.8% |
| TX | 2,526 | 50.9% | 47.1% | 2.0% | 360 | 40.3% | 58.6% | 1.1% |
| UT | 223 | 44.4% | 55.2% | 0.4% | 23 | 21.7% | 78.3% | 0.0% |
| VT | 53 | 45.3% | 49.1% | 5.7% | 14 | 92.9% | 7.1% | 0.0% |
| VA | 725 | 33.2% | 61.9% | 4.8% | 69 | 81.2% | 13.0% | 5.8% |
| WA | 464 | 51.3% | 44.4% | 4.3% | 74 | 97.3% | 2.7% | 0.0% |
| WV | 287 | 36.2% | 59.6% | 4.2% | 34 | 88.2% | 11.8% | 0.0% |
| WI | 628 | 35.0% | 57.0% | 8.0% | 93 | 22.6% | 77.4% | 0.0% |
| WY | 130 | 33.8% | 65.4% | 0.8% | 20 | 25.0% | 75.0% | 0.0% |
| USA | 31,415 | 41.4% | 51.5% | 7.1% | 4,553 | 55.4% | 41.5% | 3.2% |
| PR | 212 | 41.5% | 58.5% | - | 90 | 41.1% | 58.9% | - |

Source: Fatality Analysis Reporting System (FARS).

Table 7

Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2005

| State | Total | Percent Who Were: (by Person Type) | | | | | | Total | Percent That Were: (by Vehicle Type) | | | | |
|------------|---------------|------------------------------------|-----------------|----------------------|------------------|--------------------|-------------------|---------------|--------------------------------------|-----------------|-----------------|------------------|-------------------|
| | | Drivers | Passen- gers | Motorcycle Riders | Pedes- trians | Pedal- cyclists | Other/ Unknown | | Passenger Cars | Light Trucks | Large Trucks | Motor- cycles | Other/ Unknown |
| AL | 1,131 | 64.5% | 22.5% | 5.4% | 6.4% | 1.1% | 0.2% | 1,539 | 43.7% | 41.9% | 7.7% | 4.2% | 2.4% |
| AK | 72 | 56.9% | 25.0% | 5.6% | 9.7% | 1.4% | 1.4% | 102 | 28.4% | 57.8% | 3.9% | 3.9% | 5.9% |
| AZ | 1,177 | 46.0% | 26.0% | 10.5% | 13.3% | 3.0% | 1.2% | 1,586 | 30.9% | 36.6% | 5.5% | 7.6% | 19.4% |
| AR | 648 | 64.7% | 19.1% | 9.7% | 5.7% | 0.5% | 0.3% | 890 | 35.4% | 40.3% | 14.8% | 7.5% | 1.9% |
| CA | 4,329 | 42.9% | 25.8% | 10.8% | 17.1% | 2.7% | 0.7% | 5,814 | 45.6% | 36.2% | 6.5% | 8.4% | 3.3% |
| CO | 606 | 51.8% | 24.4% | 14.4% | 7.9% | 1.3% | 0.2% | 851 | 39.0% | 40.8% | 7.6% | 10.8% | 1.8% |
| CT | 274 | 49.6% | 20.4% | 15.7% | 12.4% | 1.1% | 0.7% | 388 | 51.8% | 29.1% | 4.6% | 12.1% | 2.3% |
| DE | 134 | 53.0% | 21.6% | 15.7% | 8.2% | 1.5% | 0.0% | 196 | 46.9% | 33.2% | 4.1% | 11.2% | 4.6% |
| DC | 48 | 29.2% | 18.8% | 12.5% | 33.3% | 6.3% | 0.0% | 57 | 45.6% | 33.3% | 5.3% | 10.5% | 5.3% |
| FL | 3,543 | 45.3% | 20.5% | 13.2% | 16.3% | 3.5% | 1.2% | 5,014 | 41.6% | 36.2% | 7.8% | 9.7% | 4.8% |
| GA | 1,729 | 59.3% | 21.9% | 8.3% | 8.7% | 1.3% | 0.5% | 2,510 | 40.3% | 41.8% | 9.6% | 5.8% | 2.6% |
| HI | 140 | 36.4% | 13.6% | 21.4% | 25.0% | 2.9% | 0.7% | 177 | 41.2% | 34.5% | 2.3% | 16.9% | 5.1% |
| ID | 275 | 60.0% | 26.2% | 9.5% | 3.3% | 1.1% | 0.0% | 338 | 35.2% | 46.4% | 9.2% | 7.7% | 1.5% |
| IL | 1,361 | 51.3% | 22.9% | 11.5% | 12.0% | 1.6% | 0.7% | 1,938 | 46.5% | 32.4% | 10.1% | 8.2% | 2.9% |
| IN | 938 | 59.2% | 20.6% | 11.7% | 6.7% | 1.4% | 0.4% | 1,319 | 38.7% | 40.2% | 10.4% | 8.6% | 2.2% |
| IA | 450 | 59.1% | 22.7% | 10.0% | 5.3% | 2.4% | 0.4% | 599 | 42.9% | 36.1% | 10.9% | 7.3% | 2.8% |
| KS | 428 | 62.9% | 22.2% | 8.2% | 5.6% | 0.9% | 0.2% | 578 | 36.3% | 42.4% | 12.5% | 5.7% | 3.1% |
| KY | 985 | 62.4% | 21.4% | 9.0% | 5.5% | 1.2% | 0.4% | 1,323 | 43.2% | 38.9% | 8.8% | 6.4% | 2.6% |
| LA | 955 | 57.5% | 20.5% | 7.9% | 11.4% | 2.2% | 0.5% | 1,331 | 37.0% | 45.8% | 9.1% | 5.6% | 2.4% |
| ME | 169 | 55.6% | 27.8% | 8.9% | 5.3% | 1.8% | 0.6% | 225 | 49.3% | 32.4% | 8.0% | 6.7% | 3.6% |
| MD | 614 | 48.2% | 19.5% | 13.8% | 16.6% | 1.1% | 0.7% | 904 | 47.3% | 34.1% | 6.3% | 9.5% | 2.8% |
| MA | 442 | 53.2% | 15.2% | 12.4% | 17.2% | 1.1% | 0.9% | 600 | 51.2% | 33.5% | 4.0% | 9.2% | 2.2% |
| MI | 1,129 | 52.4% | 21.9% | 11.0% | 12.1% | 2.2% | 0.4% | 1,634 | 43.6% | 40.5% | 6.5% | 7.5% | 1.9% |
| MN | 559 | 58.3% | 21.5% | 10.4% | 7.9% | 1.3% | 0.7% | 771 | 41.4% | 39.8% | 7.8% | 8.0% | 3.0% |
| MS | 931 | 64.0% | 23.5% | 4.2% | 7.7% | 0.5% | 0.0% | 1,163 | 48.3% | 39.6% | 6.9% | 3.5% | 1.7% |
| MO | 1,257 | 62.0% | 22.3% | 7.2% | 7.0% | 0.6% | 0.9% | 1,670 | 43.5% | 39.8% | 9.1% | 5.4% | 2.2% |
| MT | 251 | 55.0% | 24.7% | 11.2% | 5.2% | 1.6% | 2.4% | 287 | 28.6% | 51.2% | 7.7% | 10.1% | 2.4% |
| NE | 276 | 62.0% | 25.7% | 6.2% | 2.9% | 1.1% | 2.2% | 369 | 39.6% | 42.8% | 12.5% | 4.3% | 0.8% |
| NV | 427 | 48.9% | 20.6% | 13.1% | 14.8% | 2.3% | 0.2% | 586 | 37.4% | 42.0% | 8.4% | 9.6% | 2.7% |
| NH | 166 | 52.4% | 15.7% | 26.5% | 3.0% | 1.8% | 0.6% | 227 | 39.2% | 34.4% | 4.8% | 18.9% | 2.6% |
| NJ | 748 | 49.2% | 19.8% | 8.2% | 20.6% | 2.3% | 0.0% | 1,059 | 49.7% | 30.4% | 10.0% | 5.8% | 4.2% |
| NM | 488 | 49.8% | 28.9% | 7.8% | 12.5% | 1.0% | 0.0% | 583 | 31.4% | 49.2% | 9.8% | 6.2% | 3.4% |
| NY | 1,429 | 44.4% | 17.6% | 11.3% | 22.5% | 3.3% | 1.0% | 1,895 | 49.1% | 30.0% | 7.3% | 9.1% | 4.4% |
| NC | 1,534 | 56.1% | 20.4% | 9.9% | 10.7% | 2.3% | 0.5% | 2,119 | 43.5% | 38.3% | 9.1% | 7.2% | 1.9% |
| ND | 123 | 65.0% | 21.1% | 4.9% | 7.3% | 1.6% | 0.0% | 133 | 33.1% | 47.4% | 7.5% | 4.5% | 7.5% |
| OH | 1,323 | 57.3% | 20.8% | 13.5% | 7.2% | 1.0% | 0.3% | 1,943 | 46.8% | 33.5% | 9.0% | 9.3% | 1.5% |
| OK | 802 | 59.0% | 24.1% | 9.6% | 6.2% | 0.9% | 0.2% | 1,069 | 35.1% | 45.3% | 10.4% | 7.8% | 1.5% |
| OR | 488 | 56.6% | 20.9% | 9.8% | 9.8% | 2.3% | 0.6% | 689 | 37.3% | 42.8% | 8.7% | 7.4% | 3.8% |
| PA | 1,616 | 56.3% | 19.3% | 12.7% | 9.8% | 1.1% | 0.8% | 2,285 | 46.7% | 33.6% | 8.2% | 9.3% | 2.3% |
| RI | 87 | 43.7% | 23.0% | 16.1% | 16.1% | 1.1% | 0.0% | 113 | 59.3% | 29.2% | 0.9% | 10.6% | 0.0% |
| SC | 1,093 | 56.9% | 22.9% | 9.7% | 9.0% | 1.5% | 0.1% | 1,424 | 44.2% | 38.8% | 8.4% | 7.4% | 1.3% |
| SD | 186 | 52.7% | 27.4% | 11.8% | 7.5% | 0.0% | 0.5% | 226 | 35.0% | 44.7% | 6.6% | 11.1% | 2.7% |
| TN | 1,270 | 62.1% | 20.9% | 10.1% | 5.5% | 0.8% | 0.6% | 1,752 | 42.0% | 40.3% | 8.2% | 7.4% | 2.2% |
| TX | 3,504 | 50.3% | 25.6% | 10.3% | 12.0% | 1.3% | 0.6% | 4,767 | 35.9% | 44.3% | 9.5% | 7.8% | 2.4% |
| UT | 282 | 49.3% | 34.4% | 8.2% | 7.1% | 1.1% | 0.0% | 363 | 40.2% | 43.5% | 7.7% | 6.9% | 1.7% |
| VT | 73 | 57.5% | 19.2% | 19.2% | 4.1% | 0.0% | 0.0% | 102 | 51.0% | 22.5% | 9.8% | 13.7% | 2.9% |
| VA | 947 | 61.1% | 19.7% | 7.3% | 9.3% | 2.2% | 0.3% | 1,247 | 43.4% | 39.5% | 8.5% | 5.6% | 3.0% |
| WA | 647 | 51.5% | 23.3% | 11.4% | 11.0% | 2.0% | 0.8% | 858 | 45.9% | 35.9% | 6.6% | 8.6% | 2.9% |
| WV | 374 | 61.2% | 22.5% | 9.1% | 6.1% | 0.5% | 0.5% | 502 | 39.0% | 39.4% | 9.8% | 7.2% | 4.6% |
| WI | 815 | 57.1% | 23.4% | 11.4% | 5.4% | 1.7% | 1.0% | 1,063 | 44.4% | 36.5% | 7.3% | 8.9% | 2.8% |
| WY | 170 | 58.8% | 22.4% | 11.8% | 4.1% | 1.2% | 1.8% | 195 | 24.1% | 51.8% | 12.3% | 10.3% | 1.5% |
| USA | 43,443 | 53.5% | 22.4% | 10.5% | 11.2% | 1.8% | 0.6% | 59,373 | 42.2% | 38.5% | 8.3% | 7.8% | 3.2% |
| PR | 453 | 32.2% | 15.7% | 19.9% | 29.4% | 2.4% | 0.4% | 595 | 46.6% | 26.9% | 6.2% | 15.0% | 5.4% |

Source: Fatality Analysis Reporting System (FARS).

Table 8

Fatalities in the Beds of Pickup Trucks, by State and Age, 2005

| State | Age | | | | | | | Total |
|------------|----------|----------|----------|-----------|-----------|-----------|----------|-----------|
| | <5 | 5-9 | 10-14 | 15-20 | 21-24 | >24 | Unknown | |
| AL | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 |
| AK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AZ | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 |
| AR | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| CA | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| CO | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| CT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FL | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 |
| GA | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| HI | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| ID | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IL | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| IN | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| IA | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| KS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| KY | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| LA | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| ME | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MN | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| MS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| MO | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 |
| MT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NV | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| NH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NJ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NY | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| NC | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 6 |
| ND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OH | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| OK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OR | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SC | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TN | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| TX | 0 | 0 | 1 | 2 | 1 | 5 | 0 | 9 |
| UT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WA | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| WV | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| WI | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| WY | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| USA | 1 | 1 | 8 | 25 | 10 | 26 | 1 | 72 |
| PR | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

Note: Includes fatalities in both enclosed and unenclosed beds.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates

| State | Enforcement | Belt Fine | Child Restraint Required ¹ | Safety Belt Required ² | | Vehicles Exempted and Other Information ⁴ | 2005 Safety Belt Use Rate |
|-------|------------------------|--------------------|---|-----------------------------------|---------------------------------------|---|---------------------------|
| | | | | Seats | Ages ³ | | |
| AL | Primary | \$25 | 4 years and under and <40 lb ⁵ | Front | Under 15, all seats | Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse. | 81.8% |
| AK | Primary ⁶ | \$15 | 3 years and under | All | All | School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally. | 78.4% |
| AZ | Secondary | \$10 | 4 years and under | Front | 15 and under, all seats | Designed for >10 passengers, model year <1972, rural mail carriers. | 94.2% |
| AR | Secondary ⁷ | \$25 | 5 years and under and <60 lb ⁸ | Front | 14 and under, all seats | School, church, or public bus; model year <1968. | 68.3% |
| CA | Primary | \$20 | 5 years and under or <60 lb; <60 lb in rear seat if available | All | All | Emergency vehicles, postal service vehicles, newspaper delivery vehicles. | 92.5% |
| CO | Secondary ⁹ | \$17 | 5 years and under and <55 inches tall ¹⁰ | Front | All | Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services. | 79.2% |
| CT | Primary | \$15 | 1-6 years and <60 lb in child restraint system ¹¹ | Front | Under 16, all seats | Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles. | 81.6% |
| DE | Primary | \$25 | 6 years and under and <60 lb | All | All | Postal service vehicles, tractors, off-highway vehicles. | 83.8% |
| DC | Primary | \$50 ¹² | 7 years and under | All | All | Seating for >8 people. | 88.8% |
| FL | Secondary | \$30 | 3 years and under | Front | Under 17, all seats | School bus purchased before 1/1/2001; farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb. Number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted). | 73.9% |
| GA | Primary | \$15-\$25 | 5 years and under and 57 inches tall or less ¹³ | Front | 17 and under, all seats ¹⁴ | Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops. Exemption for pickups applies to passengers 18 years and over. | 89.9% |
| HI | Primary | \$55 ¹⁵ | 7 years and under and <57 inches tall ¹⁶ | Front | 17 and under, all seats | Bus or school bus >10,000 lb, emergency vehicles, taxicabs. Exempts persons unable to use seat belt when all available seat belt assemblies are in use (in this case, unsecured children must sit in the back seat). | 95.3% |
| ID | Secondary | \$10 | 6 years and under | All | All | >8,000 lb, mail carriers, implements of husbandry. | 76.0% |

¹ May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

² Virtually every State exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

³ The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

⁴ Exemptions for emergency vehicles and buses generally do not apply to the driver.

⁵ Children 1 year of age and under or <20 lb must be in rear-facing child restraint; under 5 years or <40 lb in forward-facing child restraint; booster seat until age 6.

⁶ To enforce the safety belt law, the officer must personally observe the violation or have another reason to stop the vehicle.

⁷ If a motorist is wearing a safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁸ Children 6 years of age or at least 60 lb may be in a safety belt.

⁹ Primary enforcement if the driver is under 17 years of age.

¹⁰ Children under 1 year of age and <20 lb must be in rear-facing infant seat; 1-3 years and 20-40 lb in forward-facing child seat; 4-5 years and <55 inches in booster seat. Secondary enforcement for children 4-5 years required to be in booster seats.

¹¹ Children under 1 year of age or <20 lb must be in rear-facing restraint system; 4 years and older in "student transportation" (not a school bus) in child seat or safety belt. Booster seats may be used only in seating positions with lap and shoulder belts.

¹² Plus 2 points on license record.

¹³ Child restraint requirement is satisfied for children 3 or 4 years old if restrained in a safety belt; 5 years and under must be in rear seat if available.

¹⁴ Drivers may be fined up to \$100 and seat passengers \$50 for each passenger under 16 years old not wearing a safety belt.

¹⁵ Includes \$45 fine and \$10 surcharge for neuro-trauma special fund.

¹⁶ Effective January 1, 2007.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates (Continued)

| State | Enforcement | Belt Fine | Child Restraint Required ¹ | Safety Belt Required ² | | Vehicles Exempted and Other Information ⁴ | 2005 Safety Belt Use Rate |
|-------|-------------------------|-----------|---|-----------------------------------|---------------------------------------|---|---------------------------|
| | | | | Seats | Ages ³ | | |
| IL | Primary | \$25 | 7 years and under | Front | 15 and under, all seats | Emergency vehicles, vehicles making frequent stops. If driver is under 18, all passengers under 19 must be restrained. Children >40 lb may use lap belt in rear seat if no combination belt is available. | 86.0% |
| IN | Primary | \$25 | 7 years and under ¹⁷ | Front | 15 and under, all seats ¹⁸ | Truck, tractor, RV, pickup truck, SUV if registered as pickup truck, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars. | 81.2% |
| IA | Primary | \$25 | 5 years and under ¹⁹ | Front | 10 and under, all seats | Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal vehicles. | 87.1% |
| KS | Secondary | \$10 | 7 years and under, <80 lb, and <67 inches tall ²⁰ | Front | Under 14, all seats | Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles. | 69.0% |
| KY | Primary ²¹ | \$25 | <40 inches tall | All | All | Designed for >10 people, trucks >12,000 lb, farm trucks 2,000 lb or more, postal vehicles. Safety belt roadblocks prohibited. No points on driving record for belt violations. | 66.7% |
| LA | Primary | \$25 | 5 years and under ²² | Front | 12 and under, all seats | Designed for >10 people, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers. | 77.7% |
| ME | Secondary | \$25-\$50 | <40 lb in child restraint; 7 years and under and <80 lb in booster seat | All | All | Manufactured without safety belts, postal vehicles. Everyone in school bus equipped with safety belts must use them. | 75.8% |
| MD | Primary | \$25 | 5 years and under or 40 lb or less | Outboard front | 15 and under, all seats | "Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old. | 91.1% |
| MA | Secondary | \$25 | 4 years and under and 40 lb or less | All | All | Trucks >18,000 lb, buses and taxis, emergency vehicles, postal vehicles. | 64.8% |
| MI | Primary | \$25 | 3 years and under | Front | 15 and under, all seats ²³ | Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops. | 92.9% |
| MN | Secondary | \$25 | 3 years and under | Front | 10 and under, all seats ²⁴ | Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops if not exceeding 25 mph between stops. | 83.9% |
| MS | Primary | \$25 | 3 years and under | Front | Under 16, all seats | Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed for >15 people. | 60.8% |
| MO | Secondary ²⁵ | \$10 | Under 4 years and <40 lb in child restraint; 4-7 years, <80 lb, and <57 inches tall in booster seat | Front | Under 16, all seats | Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture. | 77.4% |
| MT | Secondary ²⁶ | \$20 | 5 years and under and <60 lb | All | All | Vehicles making frequent stops if exemption obtained from state; construction vehicles. | 80.0% |

¹⁷ Children >40 pounds may be restrained by a lap safety belt if: (1) the vehicle is not equipped with lap and shoulder safety belts; or (2) all lap and shoulder safety belts are being used to properly restrain other children <16 years of age (not including the operator's seat and the front passenger seat).

¹⁸ The requirement for drivers to assure that children 15 years and under in all seats are belted does not apply to holders of an Indiana driver's license.

¹⁹ Children <1 year of age and <20 lb must be in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, safety belt, or safety harness.

²⁰ If the number of children subject to these requirements exceeds the number of passenger securing locations available for use by children, and all securing locations are in use by children, the requirement is waived for the additional children.

²¹ Primary enforcement begins 1/1/07; until then, "courtesy notices" will be given as part of educational phase.

²² Children <1 year of age or <20 lb must be in rear-facing child seat; 1 to 4 years and 20 to 40 lb in forward-facing child seat; 4 to 6 years and 40 to 60 lb in booster seat.

²³ A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickup trucks, if all safety belts are being used and the vehicle does not have an extended cab or jump seats, unsecured children may be in front seat without a safety belt.

²⁴ The safety belt requirement does not apply to persons riding in a vehicle with all available seat belt positions occupied.

²⁵ Primary for children <16 years of age.

²⁶ Exemption for persons who cannot use a seat belt because all available seat belts are in use.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates (Continued)

| State | Enforcement | Belt Fine | Child Restraint Required ¹ | Safety Belt Required ² | | Vehicles Exempted and Other Information ⁴ | 2005 Safety Belt Use Rate |
|-------|-------------------------|------------------------------|---|-----------------------------------|--|--|---------------------------|
| | | | | Seats | Ages ³ | | |
| NE | Secondary | \$25 | 5 years and under | Front | 15 and under, all seats | Model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles. | 79.2% |
| NV | Secondary | \$25 | 5 years and under and 60 lb or less | All | All | Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the state determines compliance is impractical. | 94.8% |
| NH | No adult law | \$25 | 5 years and under if <55 inches tall | All | Under 18 only (primary law) | School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less. | NA |
| NC | Primary | \$25 ²⁷ | 7 years and under and <80 lb ²⁸ | Front; all seats as of 7/1/07 | 15 and under, all seats; all ages as of 7/1/07 | Designed for >11 people, farm vehicles, postal vehicles, designated commercial vehicles, emergency vehicles. If no lap and shoulder belt, children 40-80 lb may be in lap belt. | 86.7% |
| ND | Secondary ²⁹ | \$20 | 6 years and under and <57 inches tall or <80 lb ³⁰ | Front | 17 and under | Designed for >10 people, farm vehicles, rural mail carriers. When all seats or all front seat safety belts are used by other occupants. | 76.3% |
| NJ | Primary | \$20 | 7 years and under and <80 lb ³¹ | Front | 17 and under, all seats | Manufactured before 1966, rural letter carriers. | 86.0% |
| NM | Primary | \$25 ³² | 6 years and under or <60 lb ³³ | All | All | Vehicles >10,000 lb, rural letter carriers. | 89.5% |
| NY | Primary | \$50- \$100 ³⁴ | 6 years and under | Front | Under 16, all seats | Bus, school bus, ³⁵ taxi, emergency or delivery vehicle, rural letter carriers. | 85.0% |
| OH | Secondary | \$30 ³⁶ | 3 years and under or <40 lb | Front | — | Postal service vehicles, vehicles delivering newspapers. | 78.7% |
| OK | Primary | \$20 | 5 years and under ³⁷ | Front | 12 and under, all seats | Farm vehicles, truck, truck tractor, RV, postal service vehicles, school buses, taxicabs, emergency vehicles. | 83.1% |
| OR | Primary | \$75 or less | 5 years and under and 60 lb or less ³⁸ | All | All | Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators. | 93.3% |
| PA | Secondary | \$10 ³⁹ | 7 years and under ⁴⁰ | Front | 17 and under, all seats | Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less. | 83.3% |
| RI | Secondary ⁴¹ | \$75 | 6 years and under, ⁴² <54 inches tall, and <80 lb | All | All | Postal service vehicles. | 74.7% |

²⁷ On July 1, 2007, the fine for a rear seat passenger will be \$10 and no court costs, with secondary enforcement of violations occurring in the rear seat.

²⁸ In vehicles with front side passenger air bags, a child <5 years of age and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags.

²⁹ Primary enforcement for all positions if occupant is <18 years of age.

³⁰ The requirement to use either a child restraint system or a safety belt does not apply either (1) to a child if all available safety belts in the vehicle are in use by other family members or (2) to a child being transported in an emergency situation.

³¹ Seated in rear seat if available.

³² Plus 2 points on driving record.

³³ Children <1 year in age in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.

³⁴ Plus 3 points on license record if the violation involves a child under 16 years of age. Front seat passengers 16 years and older can be fined up to \$50 and drivers can be fined up to \$100 for each passenger <16 years not wearing a safety belt.

³⁵ School buses sold in the State must be equipped with seat belts. Board of Education, via regulations, may provide that on school buses under its jurisdiction, safety belts be used when vehicle is in operation.

³⁶ \$30 driver, \$20 passenger.

³⁷ Children >40 lb may be belted in rear seat by a lap belt if vehicle is not equipped with lap and shoulder belts or when the lap and shoulder belts are being used by other children.

³⁸ Children 3 years of age or younger and <40 lb in child restraint seat; 4-5 years or 40-60 lb in booster seat.

³⁹ Fine is \$10, but with court, EMS, judicial, and computer costs the ticket total is \$51.50.

⁴⁰ Secondary enforcement for children 4-7 years of age, who must be in booster seats.

⁴² Children 6 years of age and under must be in rear seat if available.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates (Continued)

| State | Enforcement | Belt Fine | Child Restraint Required ¹ | Safety Belt Required ² | | Vehicles Exempted and Other Information ⁴ | 2005 Safety Belt Use Rate |
|--------|-------------------------|----------------------------|---|-----------------------------------|---------------------------------------|--|---------------------------|
| | | | | Seats | Ages ³ | | |
| SC | Primary ⁴³ | \$25 | 1-6 years and 40-80 lb ⁴⁴ | All | All | Emergency vehicles, buses, postal service vehicles, delivery vehicles, vehicles carrying >10 passengers, parade vehicles; vehicles in which all seating positions with safety belts are already occupied; persons occupying rear seat, unless the vehicle is equipped with a shoulder harness. | 69.7% |
| SD | Secondary ⁴⁵ | \$20 | 4 years and under and <40 lb | Front | 17 and under, all seats | Passenger bus, school bus, rural mail carriers, newspaper or periodical deliveries. | 68.8% |
| TN | Primary | \$10 ⁴⁶ | 8 years and under and <57 inches tall ⁴⁷ | Front | Under 16, all seats ⁴⁸ | >8,500 lb, rural letter carriers, utility workers, newspaper delivery; vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph. | 74.4% |
| TX | Primary | \$25-\$50 | 4 years and under and <36 inches tall | Front | 16 and under, all seats ⁴⁹ | Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers. | 89.9% |
| UT | Secondary ⁵⁰ | \$45 or less ⁵¹ | 4 years and under | All | All | Passengers exempted if all seats occupied or if riding in seating positions not equipped with safety belts. | 86.9% |
| VT | Secondary | \$25 | 6 years and under in child seat ⁵² | All | All | Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractors. | 84.7% |
| VA | Secondary | \$25 | 5 years and under ⁵³ | Front | Under 16, all seats | Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops. | 80.4% |
| WA | Primary | \$35 | 7 years and under and <57 inches | All | All | Designed for >10 people; when all designated seating positions are occupied; vehicles exempted by state regulation, including farm, construction, or commercial vehicles making frequent stops. | 95.2% |
| WV | Secondary | \$25 ⁵⁴ | 7 years and under and <57 inches ⁵⁵ | Front | Under 17, all seats | Designed for >10 people, rural mail carriers. | 84.9% |
| WI | Secondary | \$10 | 7 years and under, 80 lb or less, <57 inches ⁵⁶ | Front | All ⁵⁷ | Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors. | 73.3% |
| WY | Secondary ⁵⁸ | \$25 ⁵⁹ | 8 years and under in rear seat, 80 lb or less in rear seat if available ⁶⁰ | All | All | Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied. | NA |
| USA PR | | | | | | | 82% 92.5% |

⁴³ Safety belt law may not be enforced by checkpoints designed for that purpose. Law does not apply to an occupant if all belts in the vehicle are used by other occupants.

⁴⁴ Children <1 year of age or <20 lb must be in rear-facing infant seat; 5 years and under in rear seat if available; 1-5 years and up to 80 lb in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back (in this case, use of safety belt is permitted); up to \$150 fine, which may be waived with acquisition of child restraint.

⁴⁵ Primary enforcement for all seating positions if occupant is <18 years of age.

⁴⁶ Drivers 18 years of age and older pay \$10 if they do not contest the citation; drivers 16-17 years pay \$20; \$50 if unsuccessfully contested in court.

⁴⁷ Under 1 year of age and <20 lb in rear-facing child seat; 1-3 years and 20 lb or more in forward-facing child seat.

⁴⁸ Drivers 16 or 17 years of age must wear a safety belt. Driver cannot be fined for failure of a passenger >16 years to wear a safety belt.

⁴⁹ Safety belt requirement does not apply to passengers occupying seating positions without safety belts.

⁵⁰ Primary enforcement for all seating positions if occupant is 18 years of age or under.

⁵¹ Reduced to \$15 upon completion of class; standard enforcement for children 18 years of age and under.

⁵³ Children at least 4 years of age may be belted if the weight or size of the child makes use of a child restraint device impractical.

⁵⁴ The fine for drivers is \$25; the fine for passengers >12 years of age is \$10.

⁵⁵ If all seat belts in a vehicle are being used at the time of examination by a law officer and the vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with federal motor vehicle safety standards, the driver may not be considered in violation.

⁵⁶ Less than 1 year of age or <20 lb in rear-facing child seat; 1-3 years and 20 to 40 lb in forward-facing child seat; 4-7 years, <80 lb, and <57 inches tall in booster seat.

⁵⁷ Rear seat occupants must wear safety belt at any position where a shoulder harness is installed.

⁵⁸ If motorist is wearing safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁵⁹ Passengers violating the safety belt requirements are subject to a fine of \$10.

⁶⁰ Children exempted from booster seat requirement if lap and shoulder belt fits properly across collarbone, chest, and hips and does not pose a danger to neck, face, or abdominal area in the event of a crash or sudden stop.

Source: NHTSA, Regional Office. Updated as of July 1, 2006.

Table 10

History of State Motorcycle Helmet Laws

| State | Effective Date of Original Law* | Effective Date of Repeal/Amendment | |
|-------|---------------------------------|------------------------------------|---|
| AL | 11/6/1967 | | |
| AK | 1/1/1971 | 6/23/1976 | Repealed for operators age 18 and over. |
| AZ | 1/1/1969 | 5/27/1976 | Repealed for age 18 and over. |
| AR | 6/29/1967 | 7/31/1997 | Repealed for age 21 and over. |
| CA | 01/01/85** | 1/1/1992 | Reinstated for all. |
| CO | 7/1/1969 | 5/23/1977 | Repealed. |
| CT | 10/1/1967 | 6/1/1976 | Repealed. |
| | | 1/1/1990 | Reinstated for under age 18. |
| DE | 6/21/1968 | 6/10/1978 | Repealed for age 19 and over. All riders must have helmet in their possession. |
| | | 7/17/1984 | Helmet required for instruction permit holders. |
| DC | 2/11/1970 | | |
| FL | 9/13/1967 | 7/1/2000 | Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits. |
| GA | 7/1/1969 | | |
| HI | 6/4/1967 | 6/7/1977 | Repealed for age 18 and over. |
| ID | 1/1/1968 | 3/29/1978 | Repealed for age 18 and over. |
| IL | 7/1/1967 | 5/28/1969 | Helmet law ruled unconstitutional by State Supreme Court. |
| IN | 7/26/1967 | 9/1/1977 | Repealed. |
| | | 1/1/1984 | Reinstated for under age 18. |
| IA | 9/1/1975 | 7/1/1976 | Repealed. |
| KS | 7/1/1967 | 7/1/1970 | Repealed for age 21 and over. |
| | | 7/1/1972 | Reinstated for all. |
| | | 7/1/1976 | Repealed for age 16 and over. |
| | | 7/1/1979 | Reinstated for ages 16 and 17. |
| KY | 6/13/1968 | 7/15/1998 | Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle. |
| | | 7/4/2000 | Health insurance requirement repealed. |
| LA | 7/13/1968 | 10/1/1976 | Repealed for age 18 and over. |
| | | 1/1/1982 | Reinstated for all. |
| | | 8/15/1999 | Repealed for age 18 and over with health insurance with \$10,000 in medical benefits for bodily injuries. |
| | | 8/15/2004 | Reinstated for all. |
| ME | 10/7/1967 | 10/24/1977 | Repealed. |
| | | 7/3/1980 | Reinstated for under age 15. |
| | | 9/23/1983 | Required for holders of learners' permits and for licensees holding license for 1 year or less. |
| MD | 7/1/1968 | 7/1/1979 | Repealed for age 18 and over. |
| | | 10/1/1992 | Reinstated for all. |
| MA | 5/22/1967 | | |
| MI | 3/10/1967 | 6/12/1968 | All riders required to have helmet in their possession. |
| | | 7/29/1969 | Reinstated for all. |
| MN | 5/1/1968 | 4/6/1977 | Repealed for age 18 and over. |

Table 10

History of State Motorcycle Helmet Laws (Continued)

| State | Effective Date of Original Law* | Effective Date of Repeal/Amendment | |
|-------|---------------------------------|------------------------------------|--|
| MS | 3/28/1974 | | |
| MO | 9/28/1967 | | |
| MT | 7/1/1973 | 7/1/1977 | Repealed for age 18 and over. |
| NE | 5/29/1967 | 9/1/1977 | Repealed (law was never enforced). |
| | | 1/1/1989 | Reinstated for all. |
| NV | 1/1/1972 | | |
| NH | 9/5/1967 | 8/7/1977 | Repealed for age 18 and over. |
| NJ | 1/1/1968 | | |
| NM | 6/16/1967 | 6/17/1977 | Repealed for age 18 and over. |
| NY | 1/1/1967 | | |
| NC | 1/1/1968 | | |
| ND | 7/1/1967 | 7/1/1977 | Repealed except for operators under age 18 and passengers, regardless of age, if required for operator. |
| OH | 1/1/1968 | 7/10/1978 | Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator. |
| OK | 4/7/1967 | 5/3/1976 | Repealed for age 18 and over. |
| OR | 1/1/1968 | 10/4/1977 | Repealed for age 18 and over. |
| | | 6/16/1989 | Reinstated for all (by voter referendum). |
| PA | 7/1/1968 | 9/4/2003 | Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt. |
| RI | 4/4/1967 | 5/21/1976 | Repealed for all operators. Required for all passengers. |
| | | 7/1/1992 | Required for operators under 21, operators licensed for 1 year or less, and all passengers. |
| SC | 7/1/1967 | 6/16/1980 | Repealed for age 21 and over. |
| SD | 7/1/1967 | 7/1/1977 | Repealed for age 18 and over. |
| TN | 6/1/1967 | | |
| TX | 8/28/1967 | 5/20/1977 | Repealed for age 18 and over. |
| | | 9/1/1989 | Reinstated for all. |
| | | 9/1/1997 | Repealed for age 21 and over who have completed rider education or are covered by at least \$10,000 in medical insurance. |
| UT | 5/13/1969 | 5/8/1977 | Repealed for age 18 and over. |
| VT | 3/6/1968 | | |
| VA | 6/5/1970 | | |
| WA | 6/8/1967 | 7/1/1977 | Repealed. |
| | | 7/26/1987 | Reinstated for under age 18. |
| | | 6/7/1990 | Reinstated for all. |
| WV | 5/25/1971 | | |
| WI | 7/1/1968 | 3/19/1978 | Repealed except for under age 18 and instruction permit holders. |
| WY | 5/24/1973 | 5/27/1983 | Repealed for age 18 and over. |
| PR | 7/20/1960 | | |

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under age 15½.

Source: Motorcycle Industry Council.

Table 11

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

| State | Enactment Date | Effective Date | State | Enactment Date | Effective Date |
|-------|------------------|--------------------|-------|--------------------|--------------------|
| AL | July 31, 1995 | October 1, 1995 | MT | April 15, 2003 | April 15, 2003 |
| AK | July 3, 2001 | September 1, 2001 | NE | March 1, 2001 | September 1, 2001 |
| AZ | April 11, 2001 | August 31, 2001 | NV | June 10, 2003 | September 23, 2003 |
| AR | March 6, 2001 | August 13, 2001 | NH | April 15, 1993 | January 1, 1994 |
| CA | June 11, 1905 | January 1, 1990 | NJ | January 12, 2004 | January 20, 2004 |
| CO | May 21, 2004 | July 1, 2004 | NM | March 19, 1993 | January 1, 1994 |
| CT | July 1, 2002 | July 1, 2002 | NY | December 30, 2002 | July 1, 2003 |
| DE | July 12, 2004 | July 12, 2004 | NC | July 5, 1993 | October 1, 1993 |
| DC | December 1, 1998 | April 13, 1999 | ND | April 7, 2003 | August 27, 2003 |
| FL | April 27, 1993 | January 1, 1994 | OH | March 31, 2003 | July 1, 2003 |
| GA | April 16, 2001 | July 1, 2001 | OK | June 8, 2001 | July 1, 2001 |
| HI | June 30, 1995 | June 30, 1995 | OR | August 4, 1983 | October 15, 1983 |
| ID | March 17, 1997 | July 1, 1997 | PA | September 30, 2003 | September 30, 2003 |
| IL | July 2, 1997 | July 2, 1997 | RI | July 2, 2003 | July 2, 2003 |
| IN | May 9, 2001 | July 1, 2001 | SC | June 19, 2003 | August 19, 2003 |
| IA | April 24, 2003 | July 1, 2003 | SD | February 27, 2002 | July 1, 2002 |
| KS | April 22, 1993 | July 1, 1993 | TN | June 27, 2002 | July 1, 2003 |
| KY | April 21, 2000 | October 1, 2000 | TX | May 28, 1999 | September 1, 1999 |
| LA | June 26, 2001 | September 30, 2003 | UT | March 19, 1983 | August 1, 1983 |
| ME | April 28, 1988 | August 4, 1988 | VT | June 6, 1991 | July 1, 1991 |
| MD | April 10, 2001 | September 30, 2001 | VA | April 6, 1994 | July 1, 1994 |
| MA | June 30, 2003 | June 30, 2003 | WA | March 30, 1998 | January 1, 1999 |
| MI | July 15, 2003 | September 30, 2003 | WV | February 16, 2004 | May 4, 2004 |
| MN | May 27, 2004 | August 1, 2005 | WI | July 3, 2003 | September 30, 2003 |
| MS | March 11, 2002 | July 1, 2002 | WY | March 11, 2002 | July 1, 2002 |
| MO | June 12, 2001 | September 29, 2001 | PR | January 10, 2000 | January 10, 2001 |

In 2005, all 50 States, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

Note: The term “illegal per se” refers to State laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine.

Source: NHTSA, Injury Control Operations and Resources.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

